

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT		25X1
SUBJECT	Warnemuende Harbor and Ship-building Yards	DATE DISTR.	22 November 1955	25X1
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DATE OF INFO.		REQUIREMENT		25X1
PLACE ACQUIRED		REFERENCES		25X1
DATE ACQUIRED		This is UNEVALUATED Information		

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. Fourteen MTB-type vessels were observed in Warnemuende Harbor. The vessels were lying close together; no details could be distinguished except that they did not appear to be in very good condition. They are manned and taken to sea about every ten days. 25X1
2. A mine sweeper was berthed alongside the quay. Paravanes and a "wild winch" were observed on deck, and what appeared to be two banks of batteries were seen on the poop. No connecting wires were seen between the batteries.
3. Two 25-ton and one 50-ton floating self-propelled cranes were in the harbor. They had just been completed and were waiting to be towed to the USSR. Ten such floating cranes have been built.
4. Three small passenger vessels which were almost completed were observed in the harbor. They are destined for use on the Volga-Don Canal. They were described as follows: capacity of 500 - 1200 day passengers; draft (condition not known), 6' 6"; and they are powered by diesel engines giving a maximum speed of 16 knots. These three vessels were the last to be delivered of an order for 15. They were fitted with a standard compass on the upper bridge (monkey island), but no other wheel house equipment could be seen on this deck. 25X1
5. The projecting land at the southeastern end of the harbor basin as shown on the inset of Warnemuende Harbor has been removed. This part of the harbor now looks approximately as shown on attached plan. 25X1
6. The shipyards have been expanded considerably since the war. They now employ a labor force of 5,000¹, most of whom travel into Warnemuende from Rostock by train each day.
7. Two large vessels under repair were seen. Both had large passenger accommodations, one funnel with cowl, and a single mast. On a previous visit to Warnemuende in September 1954, a third similar vessel was observed. These vessels were the ex-German HANSA, HAMBURG, and BERLIN, all of which were of about 18,000 tons.² They were sunk during the war and subsequently raised by the Russians and brought into Warnemuende for reconditioning. The third vessel, the HANSA, was taken out

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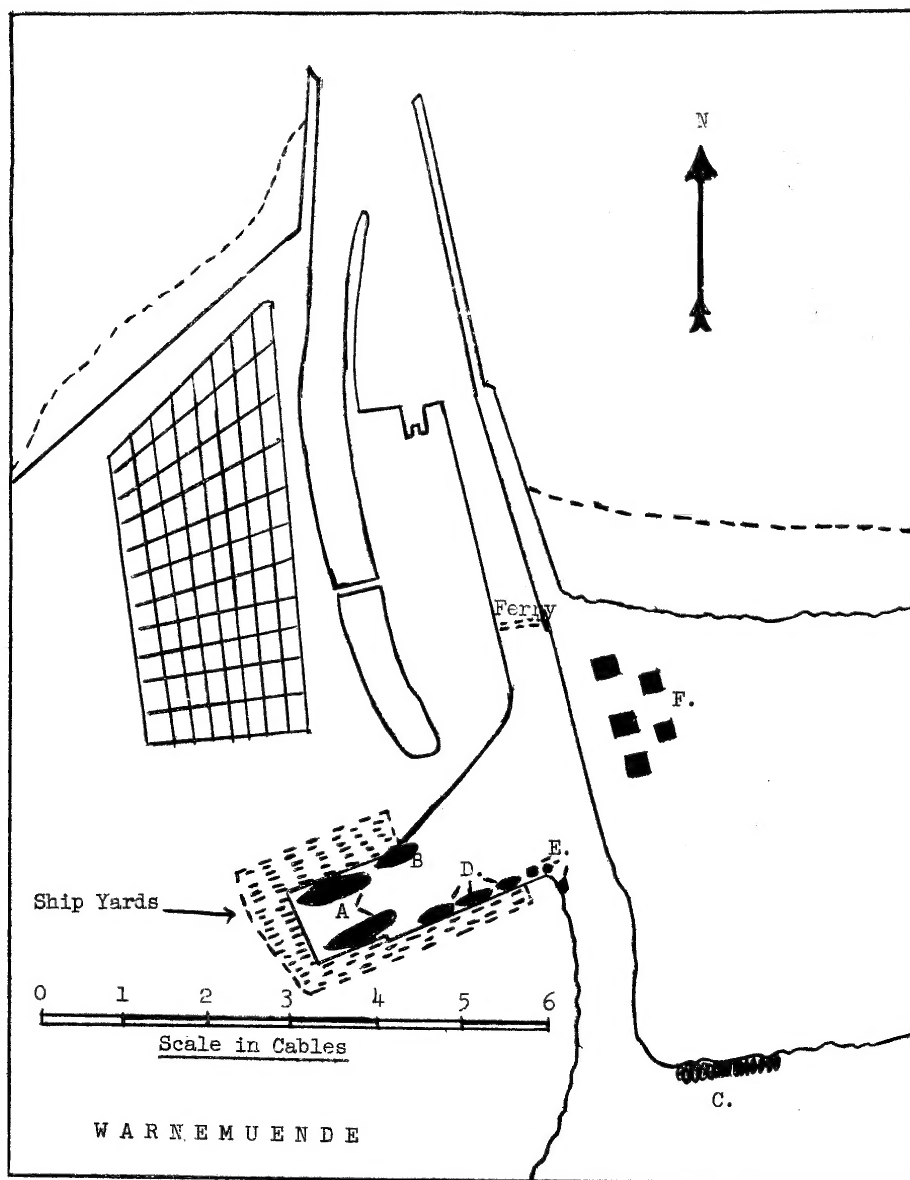
(Note: Washington distribution indicated by "X"; Field distribution by "#")

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Key to Sketch:

- A. Large vessels under repair (see paragraph 6)
- B. A mine sweeper (see paragraph 2)
- C. Fourteen MTB-type vessels (see paragraph 1)
- D. Three small passenger vessels under construction (paragraph 4)
- E. Floating cranes (see paragraph 3)
- F. Naval barracks (see paragraph 8)

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on trials in May 1955; she did a maximum of 19 knots - which was below the expected speed - and had main engine trouble. She was taken to Wismar, where she is still undergoing repairs. The passenger accommodations had been, or were being, enlarged in all three vessels, but the standard was poor and more suited to troop transport than normal passenger usage.

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these three vessels are destined eventually for the Far East.

8. A number of unusually large trawlers painted green were seen in Warnemuende. The accommodation was extensive, and they appeared to have large crews. It was noticed that all stays were broken by heavy "navy type" insulators.
9. The naval barracks are now finished. They are two-story brick buildings.
10. The safe draft into the harbor basin was given as 25 feet.

1. Comment: This estimate is much lower than that previously reported.

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2. Comment: The HANSA is now known as the SOVETSKI SOYUZ; the HAMBURG is now known as the YURI DOLGORUKI; and the BERLIN is now known as the ADMIRAL NAKHIMOV.

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